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urban populations; (6) encouragement of home ownership through co-operative organization and minimum building costs" (p. 246). Precisely! But what are "efficient" housing regulations and "proper" town planning? Where is the line to be drawn between "real and imaginary" values? And "housing ownership and operation by the public authorities" is a rather strong pill to give without sugar coating. With this "public control of land values" should go the "price regulation by an industrial commission," advocated on pp. 73 and 87.

One is constantly impressed with the fact that the book is written in a fine spirit of public service, and it certainly makes a strong appeal for alert and intelligent citizenship. The author speaks out of strong convictions and from a buoyant faith in the city's future, but this very zeal sometimes carries him into statements which are finely rhetorical rather than closely reasoned. Still, it is perhaps good pedagogy to overstate the case in order to catch the popular attention, and the easy style of the book will assure it a large audience and a helpful service.

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Satellite Cities. By GRAHAM R. TAYLOR. New York: Appleton, 1915. 8vo, pp. xviii+325. \$1.50.

Economic advantages, chief among which are lower land costs and greater room for expansion, have within the last twenty years caused a constantly increasing movement of factories out of the central districts of our large cities. Large manufacturing plants have sprung up in rapidly growing numbers upon the outer edge of our cities or even several miles away. Every detail of these plants themselves has been scientifically planned by experts. But Mr. Taylor emphasizes very strongly the fact that the towns and suburbs which necessarily spring up around these plants have not in any sense been scientifically planned. He makes a strong case to prove the gross neglect, and the evils arising from this neglect of the interests of the surrounding communities, the failure to provide adequate recreation grounds, meeting-places, and parks; the failure to apply the modern principles of street-planning and of building regulations, and the private exploitation of rapidly rising land values, and of the urgent needs of the laborers for dwellings.

Pullman is discussed as a typical example of the highly paternalistic industrial "satellite." Mr. Graham arrives at practically the same conclusion, in regard to Pullman, as Miss Jane Addams brings out so forcibly in a parenthetical chapter in which she compares the industrial power behind Pullman with King Lear, each through long-continued and conscious benevolence finally becoming incapable of allowing the objects of its benevolence to have any voice in their own affairs.

The Cincinnati factories which have moved out to the suburbs of Norwood and Oakley have left most of their employees still crowded into the congested tenements of Cincinnati, five miles away, because of their failure to establish attractions which could compete with the "bright lights" of the city or houses which could compete with the rents of the Cincinnati tenements. Surrounding the industrial plants east of the Mississippi River opposite St. Louis are the straggling and neglected communities of Granite City, Madison, and East St. Louis, suffering from complete "civic isolation." Gary, with just as great an opportunity for a scientifically planned town as for scientifically planned steel mills, failed to provide adequate parks, modern diagonal streets, or housing facilities for the unskilled immigrant laborers, leaving them at the mercy of the speculative land dealers. At Fairfield, Alabama, a more complete plan has been used, but even here real "civic statesmanship" is lacking.

Mr. Taylor makes an urgent appeal for more attention and study of the planning and community needs and interests of these rapidly increasing "satellite" cities. He points to the English garden suburbs, the English copartnership tenants' plan, and the English town-planning act of 1909 as models for the "satellite" cities of the United States to follow. In an appendix at the end of the book discussions of special phases of city-planning as applied to "satellite" cities are presented briefly.

The Financing of the Hundred Years' War. By SCHUYLER B. TERRY.
London: Constable & Co., 1914. 8vo, pp. xx+197. 6s. net.

Although wars have been important factors in progress from the earliest time, it often occurs that changes resulting from the exigencies of raising large war funds have been as far-reaching in their effects as wars themselves. One of the secondary results of the financing of the Hundred Years' War was the rise, in the middle of the fourteenth century, of the English Merchants, created by Edward III for the purpose of augmenting the national resources and supplying revenue and loans to the crown.

The Hundred Years' War occurred at the period of transition between the feudal economy and the newer national economy; the old feudal dues were rapidly diminishing while governmental expenses were increasing, and the problem was that of developing a quick and regular revenue to take their place. The campaign forced the king into the field of modern taxation; and the various expedients resorted to and their attendant success are told by the author in this treatise. During the first years of the war no definite financial policy was perfected, and "funds were secured for each emergency by borrowing recklessly, contracting to repay without any apparent idea of the amount needed for the following year." Borrowing was done largely from the Lombard and Hanse merchants and bankers, but the king was forced by a reform party to replace them by English merchants, as the former "removed much wealth